

THE COLUMBUS COMMERCIAL

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FEET OR BRAINS.

This is a material age—the average person readily digests the "view," but very few catch the "vision." In comparatively a few years our city has taken good care of our "pedal extremities." Nearly forty miles of splendid concrete pavement greet the eye as a thing of beauty and make comfortable and un-hazardous our locomotion. A good investment.

There is now in process of evolution a movement to make of our main thoroughfare, Main street, a beautiful white way, with parks in the center, flowers and grassy lawns, thirty feet of macadam pavement on either side, modern curbing and drainage facilities, all of which we endorse as a splendid movement and urge its hasty completion, feeling that it will add to the beauty of our city and to the comfort of our "pedestrians," be they of the "genus homo," or of the equine, bovine, or "automobileine" (?) species of animal.

District number two, of which Columbus comprises the greater portion, has recently issued bonds to the amount of \$100,000 for the establishment of good roads, and at this time, for five miles in every direction, with Columbus as the hub, extend magnificent macadamized thoroughfares, which go to make us as a people of thrift and energy, and with an eye to the facilitation of the handling of the crops of our farmer friends and neighbors, or in modern terms we are establishing "crop preparedness." A magnificent undertaking which we heartily commend, and of which no one, howsoever dense, can question the wisdom.

At a recent meeting of the city council one of the road commissioners appeared with his engineer, and made a proposition that if the city would bear half the expense, the road commissioners would pay the other half, and they would grade the hill and fix Main street to the county bridge. With great avidity, and justly so, the motion was made, seconded, put and carried. A good bargain, mutually beneficial. No kick coming but simply used to illustrate how everything of a material nature is readily accepted while matters pertaining to the intellectual welfare of our city are "postponed."

And the "tango," we pause, we blush, we back and fill and then retire, simply quoting what a fond father said of his daughter a few days since, viz: "If my girl had as much sense in her head as she has in her feet, she'd be a world-beater." Exit feet. Enter brains. Columbus needs a new high school building and a public library. In 1886 the two old fashioned school buildings of Franklin Academy, male and female departments, were deemed insufficient for the accommodation of the school. The then superintendent of education, Dr. W. L. Lipscomb, found upon investigation of the records, that yearly balances from the school fund had been allowed to come in with the general fund, said balances being returned to the school fund together with other resources, permitted the building of the main portion of

the Franklin Academy, without any special tax or issuance of bonds.

The plans for the building, leaving off the east and west wings which were added later, were drawn by a Columbus boy, under the supervision of Prof. Adolph Zucker, the then professor of drawing at the A. & M. College. The third floor of the building was never intended for anything but an auditorium, and Prof. Nash says was never used for ought else until the crowded condition of the school required it. At its completion and before the wings were added, it was the finest public school building in the state.

We see then that since 1821, nearly a hundred years ago, the citizens of Columbus have not been taxed or issued bonds for the erection of a new school building, except for the wings at Franklin. The Barrow Memorial, and the Union Academy. Isn't it about time we were spending a little more on the brain side? Three children to a desk, five sitting around a kitchen table, nearly sixty in some rooms, using a third floor for constant service, which was never intended except for temporary occupation.

We blush with shame to think with other evidences of modernity, and in the face of existing conditions, that it is necessary for our ladies to get up a petition and urge the election and the passage of sufficient bonds to furnish the money to provide for the "absolute needs" of our school children.

Catch the vision of what one educated human being with a mission in life can do for mankind.

FREIGHT RATES AND WATER WAYS.

Speaker Champ Clark in an address before the Business Men's Club, of St. Louis, Wednesday, called attention to the small gain in the population in the middle west and advocated a revival in river traffic in the Mississippi Valley, as a means of correcting the disparity between the central states and the states along the sea board, gulf and lake states. He believes that interests which benefit by higher freight rates are behind the propaganda which opposes water transportation.

While Mississippi is a gulf state as well as a river state, it is not improbable that better transportation in the Mississippi river and in other Mississippi waterways, would reduce freight rates. While there is an eight foot channel between St. Louis and New Orleans, according to Speaker Clark, freight rates there have been increased from 75 cents to 95 cents simply because the waterway is not used; and the rates between St. Louis and St. Paul, where the river is utilized, have been cut from 78 to 63 cents.

Speaker Clarke believes that if the great waterways of the south and middle west were utilized it would be an easy matter to get the government to improve the rivers. "If an improvement is for the Ohio, Pennsylvania or New England waters," the Speaker declared, "it is a patriotic expenditure, but if this appropriation is to be used in Iowa, Missouri, Arkansas or Mississippi, it is pork."—Meridian Dispatch.

There is a double significance in the fact that the primary grades of our schools are full to overflowing. The Franklin Academy, the Barrow Memorial school and the practice school at the I. I. and C., are crowded, showing that Columbus has increased in population. Another reason for the large attendance is the fact that the beginners, or the primary grades, are supervised by competent instructors. This news has gone out, and all parents in the city and adjacent territory, are anxious for their children to enter school and get the proper training in the beginning, which is of paramount importance.

WHO HAS THE BEST OFFER?



—Denshey in Cleveland Plain Dealer.



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1. The green manures are far cheaper than any other land food. One acre of crimson clover plowed under is worth as much to that acre in plant food as one ton of cotton seed meal and in addition gives a fine supply of humus.

2. Deep, deep, deep plowing not only makes more plant food from deep down available but also makes the much needed reservoir for the moisture supply.

3. A full supply of humus acts like a sponge, takes up the winter rains and holds on to the water until it is needed. Land plowed 10 inches deep and full of humus means an insurance policy against drouth.

4. Plant legumes now. All you

can. Don't stop for anything else. Crimson clover, burr clover, vetch, etc., should go into the earth at once. There isn't any quicker, easier way to make money than to plant these clover crops.

5. Terrace all your hill land. Don't let your soil and plant food wash off into the bottoms. It is so easy to do and so valuable. If you don't know how to do it, ask the Chamber of Commerce to get you a man to demonstrate it to your community.

6. Make your land a part of the family. Feed it regularly, see that it's drinking is done right, doctor it when needed, love it, cherish it; it's your best friend and never fails to do good to you for every favor you show it.

Notice of Letting Contract to Construct Roads.

Notice is hereby given that the Highway Commission of the Artesia Road District, Lowndes county, Mississippi, will receive sealed bids up to eleven (11) o'clock a. m., Thursday, October 14, 1915, at the office of the chancery clerk of said county, at Columbus, Miss., for the construction of public highways, all according to plans and specifications adopted for said work, upon the following roads, to-wit:

Artesia and Penn Road, Artesia and Mayhew Road, Artesia and Billups Road, Auto Road South from Billups, Starkville Road to District Line.

The approximate quantities as follows:

Grading 40699 cu. yds. Pipe 580 lin. ft. Gravel 12396 tons.

The Commission will at the same time receive sealed bids on the gravel and cast iron pipes.

All of the above named roads are to be graded, drained and gravelled or rocked. The plans and specifications for said work are now on file with the Chancery Clerk of said County, where same may be inspected by prospective bidders; they may also be had at the office of Gus E. Hauser, consulting engineer, Columbus, Miss., for \$2.00.

Each bid, as an evidence of good faith, must be accompanied with a certified check in the sum of \$1,000 drawn on some solvent bank doing a commercial business in Mississippi, and made payable to N. G. Guerry, secretary. The board reserves the right to reject any and all bids.

S. T. PILKINGTON,
N. D. GUERRY,
HORACE DISMUKES,
Highway Commissioners of Artesia Road District.

Notice to Contractors of Letting Contract.

Notice is hereby given that the Bent Oak Road District of the Fifth District, Lowndes county, Miss., will receive sealed bids up to 9 o'clock a. m. of Thursday, October 14th, 1915, at the office of the Chancery Clerk of said county, for the hauling and placing of 5047 tons of rock, and the commission will at the same time receive bids on buying said material for this road.

The plans and specifications are now on file at the office of the Chancery Clerk of said County, where same may be seen by prospective bidders; they may be also had at the office of Gus E. Hauser, consulting engineer, Columbus, Miss.

Each bid must be accompanied by a certified check to the amount of \$500.00 made payable to T. L. Loyd, Secretary.

The board reserves the right to reject any and all bids.

J. A. HARDY,
T. L. LOYD,
A. E. HERRING,
Bent Oak Road District Highway Commissioners.

Notice of Letting Contract to Construct Roads.

Notice is hereby given that the Highway Commission of the Fourth Supervisors District, of Lowndes County, Miss., will up to Thursday, October 14th, 1915, at 2 o'clock p. m., receive sealed bids for Grading, Draining, Hauling, and placing surfacing material according to plans and specifications now on file in the office of the Chancery Clerk of the said county of Lowndes, State of Mississippi, the following roads in said district, to-wit:

(1). Macon and Moore's Bluff Road.
(2). Part of Penn to Columbus Road.
(3). Crawford to Prairie Hill.
(4). From Crawford-Prairie Hill Road on the Moore's Bluff Road to C. B. Hardys.
(5). Crawford east to Charity Church.
(6). Crawford west to County Line.

The Commission will also at the same time receive bids on surfacing material and cast iron pipe.

Plans and specifications on the said work may be seen at the Chancery Clerk's office at Columbus, or may be had by application to Gus E. Hauser, consulting engineer, Columbus, Miss. Each bid must be accom-

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panied by a certified check in the sum of \$1500, made payable to W. E. Cox, chairman, and the check will be held of the successful bidder until he execute bond, which bond must be made by some guaranty company satisfactory to said Commission, in a sum equal to the aggregate amount of the work to be performed.

The board reserves the right to reject any and all bids. Dated at Columbus, Miss., this 20th day of September, 1915.
W. E. COX, Chairman,
S. F. POTTS,
N. D. LEDBETTER, Sec'y.
Highway Commissioners of Fourth District.

Auto Owners!

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